

Message

From: Ott, William [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=2E336C9B18744FE7AEDFF42EBD445C41-OTT, WILLIAM]
Sent: 2/22/2016 3:59:33 PM
To: Wright, DavidA [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=4f14a47c701547479b12bee35117d0a9-Wright, David A.]
Subject: FW: Class action suit against Mercedes
Attachments: 2.18_mercedes_complaint.pdf

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From: David Wright [mailto:davidw@ecocenter.org]
Sent: Thursday, February 18, 2016 10:40 PM
To: Wehrly, Linc <wehrly.linc@epa.gov>; Ball, Joel <ball.joel@epa.gov>; Dalton, Joel <Dalton.Joel@epa.gov>; Fernandez, Antonio <fernandez.antonio@epa.gov>; Ott, William <ott.william@epa.gov>; Snyder, Jim <Snyder.Jim@epa.gov>
Subject: Class action suit against Mercedes

The appended document is the class action filing accusing Mercedes of turning off the emission controls on their diesel emission control system when the temperature drops below 50 F. The limited technical details are found on page 17. The suit appears to be based on an article in Der Spiegel, which I could not find, which discusses the results of emission tests performed by the Dutch organization TNO. I also could not find anything on the TNO study at the english version of the TNO website. The following article briefly describes the TNO study - <http://www.carsuk.net/mercedes-c-220-cdi-emits-forty-times-the-legal-levels-of-nox/>

Regards,

David